

**28 DECEMBER 1996**



***Space, Missile, Command, and Control***

***KADENA AIR BASE NOISE ABATEMENT  
POLICIES AND PROCEDURES***

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This is the initial instruction of Kadena Air Base Noise Abatement Policies and Procedures. It implements AFD 13-2, *Air Traffic Control, Airspace, and Range Management*. In an effort to clarify noise abatement policies on Kadena, this instruction will supersede all other 18th Wing guidance (i.e., 18 WGI 13-201, Chapter 8) and will be used by all affected agencies as the single reference for noise abatement policies on Kadena. This instruction details aircraft flight and ground noise minimization procedures at Kadena Air Base. Extremely dense populations around Kadena require all pilots and maintenance personnel to minimize aircraft noise, particularly during hours of darkness. Procedures which follow have and will continue to significantly reduce legitimate objections to noise at Kadena. All assigned and transient flying and maintenance personnel will abide by stated requirements. Flying units will ensure assigned aircrews and maintenance personnel are briefed on noise abatement procedures prior to first local flight or conducting local maintenance. Transient units will be briefed by local squadron/detachments prior to operating into and out of Kadena AB.

**1. Commanders' Responsibilities.** Commanders will ensure:

- 1.1. Aircraft under their control are operated to minimize aircraft noise to the extent practical and consistent with aircraft safety and operational necessity.
- 1.2. Traffic patterns and current operational noise countermeasures are continuously reviewed to reduce public annoyance as much as possible.
- 1.3. Pilots and maintenance personnel operating at Kadena Air Base understand the sensitivity to aircraft noise and are aware of the practical countermeasures that can minimize the problem.
- 1.4. Pilots and maintenance personnel adhere to the procedures outlined in this memorandum.
- 1.5. Close attention is exercised to control noise problems and implement countermeasures. In this regard, close liaison will be maintained with local governmental and civil authorities in order to promote public understanding and mutual cooperation. Through the 18th Wing Commander, make every

effort to inform Naha Defense Facilities Administration Bureau (DFAB) in advance of any communication regarding a local noise problem with local authorities or the public.

**2. Request for Quiet Period.** Forward all requests to 18 OG/CC, in turn to 18 OSS/CC/OSO/ OSB, NLT 10 working days prior to the requested period. Upon approval by 18 OG/CC, Base Operations will publish an Airfield Advisory, NOTAM, and/or communication center message, as required, defining which restrictions apply. 633 AMSS Command Post will advise AMC channel users by message.

**3. Quiet Hour Restrictions.** Flight operations between the hours of 2200 and 0600 are limited to those considered necessary for US operational requirements. Night training flights are limited to the minimum required to fulfill assigned US Forces Japan missions and maintain aircrew proficiency. All Kadena-based flying unit commanders will exert every effort to complete night flying operations as early as practical.

3.1. General. Restrictions of this chapter apply to maintenance engine runs. Engine runs required for approved takeoffs or in support of scheduled flying operations are not restricted by this chapter. Maintenance engine runs for purposes other than takeoff may be accomplished if the restrictions in **Table 1** are followed. All engine runs will be coordinated through 18th Wing Maintenance Operations Center (MOC). If a waiver is required for any engine run, MOC will coordinate approval/disapproval from 18 OG/CC through 18th Wing Command Post. Command Post will make notifications for approval/disapproval to MOC, Base Operations, and the Control Tower.

3.2. In order to reduce impact on Kadena-cho of noise emanating from Service Aprons 4 and 5, C-130 and P-3 aircraft will taxi to and from parking using two engines within aircraft operating limitations. In addition, P-3s will normally conduct all ground operations using ground power and air conditioning carts.

3.3. Engine Run Quiet Hours. Unless hush house or engine test cell facilities are used (except for engine runs required for approved takeoffs, in support of scheduled flying operations, or when operational capability or readiness would be impaired as determined by 18 OG/CC) engine runs are not authorized between the hours of 1800L and 0800L each day. Engine runs during these hours requires 18 OG/CC approval. 633 AMSS/CC will exercise authority for engine runs on AMC aircraft for mission essential write-ups. These engine runs will be coordinated with MOC.

3.4. Use of Sound Suppressers. Engine runs in hush house and engine test cell facilities are not limited. These areas will be used for engine runs to the maximum extent possible.

3.5. Quiet Hour Advisories. Kadena airfield advisories may publish short-duration quiet hour changes. 18th Wing MOC should review advisories prior to requesting approval.

**4. Holiday Considerations.** Special consideration will be given to minimize training flights on days of special significance to surrounding communities, such as Memorial Day (Irei-no-hi), Golden Week, and Obon. Separate noise restrictions for US and Japanese holidays will be published by Base Operations using AWDS, NOTAMs, and communication center messages as necessary.

**5. Responsibility.** All permanent party and transient flying personnel will be fully indoctrinated on and will abide by stated requirements in order to reduce the impact of aircraft noise on surrounding communities.

## 6. Airfield Traffic Patterns.

- 6.1. Airfield traffic pattern configuration, including entry and exit routes, should be designed to avoid overflight of densely populated areas, including schools and hospitals, as much as possible.
- 6.2. Aircraft in the immediate vicinity (defined as the Airport Traffic Area, within 5 statute miles) of Kadena Air Base should maintain a minimum altitude of 1,000 ft Mean Sea Level, except during flight on approved Visual Flight Rules (VFR) entry and exit routes, during takeoff and landing, in the VFR traffic pattern, when directed by Air Traffic Control, or on instrument approaches.
- 6.3. VFR Traffic Pattern Altitudes are:
  - 6.4. Jet Tactical and/or Overhead - 1,800 feet MSL.
  - 6.5. Conventional Rectangular - 1,300 feet MSL.
  - 6.6. Helicopter and Aero Club - 800 feet MSL.
- 6.7. The preferred direction for traffic in the VFR patterns will be to the south, except for heavy aircraft. Circling is not authorized northwest.
- 6.8. KC-135s flying VFR patterns to runway 5L/23R will avoid populated area overflight as much as possible.
- 6.9. Flight below local traffic pattern altitudes should be avoided except when the mission requires.
- 6.10. Aircraft flying closed traffic patterns will delay pull-up to downwind leg until passing the runway end unless otherwise directed by tower.
- 6.11. Closed traffic patterns will be flown in a clean configuration within operational constraints until aircraft are established on downwind leg (E-3 aircraft will use 14 degrees of flaps, KC-135 will use 20 degrees of flaps). Aircraft experiencing an emergency or having a procedural requirement to do so may fly a gear down pattern. Aircrews will advise tower of gear down patterns.
- 6.12. The number of aircraft conducting landing practice in the traffic pattern at Kadena Air Base should be held to the minimum consistent with training requirements.

## 7. Takeoffs/Approaches/Landings.

- 7.1. For takeoff Runway 5L/R, maintain runway heading until 5 DME.
- 7.2. For takeoff Runway 23L/R, maintain runway heading until 4 DME.
- 7.3. Use of afterburner over Okinawa is prohibited except for safety of flight (or when required by aircraft operating procedures). Aircraft will use afterburners for takeoff only when required by aircraft operating procedures and will terminate afterburner as soon as practical.
- 7.4. Tactical Approaches:
  - 7.4.1. High-power setting carrier-type tactical approaches are not authorized.
  - 7.4.2. Field Carrier Landing Practice (FCLP) approaches are not authorized.
  - 7.4.3. Arriving multi-engine aircraft will minimize use of reverse thrust to the maximum extent possible.

## 8. Supersonic/Acrobatc Flight.

8.1. Supersonic flight authorized only during training in authorized military training areas. Supersonic flight is prohibited during training over land areas in the vicinity of Kadena Air Base and Okinawa.

8.2. No aircraft will conduct acrobatic flight in the immediate vicinity (defined as the Airport Traffic Area, within 5 statute miles) of Kadena Air Base.

## 9. Prior Permission Required (PPR) Procedures.

9.1. All transient aircraft (except AMC, Airevac, Special Air Missions and DV-6 aircraft) landing on Kadena AB require PPRs from Base Operations prior to transiting Kadena AB. Permanent party and TDY/TAD personnel on Kadena AB do not require PPR; however, these aircrews will know and strictly comply with all noise abatement restrictions.

9.2. Prior to issuing a PPR number or accepting a flight plan for an aircraft, Base Operations will check standard noise restriction criteria and any additional noise restriction advisories to determine if 18 OG/CC approval is required. If 18 OG/CC approval is required, Base Operations will instruct the requester to call Command Post for approval.

9.3. Command Post will coordinate the quiet hour waiver requests per the flying request worksheet.

**NOTE:** 18 OG/CC waiver approval does not constitute a PPR. Coordination with Air Force or Navy Transient Alert is required prior to issuing a PPR.

9.4. If quiet hour waiver is approved, Command Post will notify Base Operations for PPR coordination with transient alert.

9.5. If PPR approved, Base Operations will notify Command Post. Command Post will notify requester and base agencies per after hour flying checklist.

9.6. Command Post will instruct requester to call Base Operations to be issued a PPR number.

9.7. If quiet hour waiver is approved, but PPR denied, Base Operations will notify Command Post. Command Post will notify requester of disapproval.

9.8. If quiet hour waiver is disapproved, Command Post will notify requester and base agencies per after hour flying checklist.

**Table 1. Weekday Flying Restrictions.**

<b>TIME</b>	<b>RESTRICTIONS</b>
0600L (2100Z) - 1800L (0900Z)	Normal Operations
1800L (0900Z) - 2200L (1300Z)	Normal Departures Straight in, full stop arrivals only. Multiple approaches require 18 OG/CC approval through Command Post or approved flying schedules. No VTOL operations. VTOL operations may be required when crosswinds exceed 10 knots.
2200L (1300Z) - 0600L (2100Z)	No arrivals or departures. 82 RS operational missions and AMC Priority 1, 2, and scheduled channel missions are exempt. All others exemptions require 18 OG/CC approval through Command Post or approved flying schedules. Approved arrivals will arrive straight in, full stop. No VTOL operations. VTOL operations may be required when crosswinds exceed 10 knots.

**Table 2. Weekend Flying Restrictions.**

<b>WEEKEND FLYING RESTRICTIONS FRIDAY 2200L (1300Z) THRU MONDAY 0600L (2100Z)</b>	
<b>TIME</b>	<b>RESTRICTIONS</b>
0600L (2100Z) - 2200L (1300Z)	Straight in, full stop arrivals only. No local training sorties without 18 OG/CC approval. Pass through cross-country and deployments to/from Kadena only authorized. No VTOL operations. VTOL operations may be required when crosswinds exceed 10 knots.
2200L (1300Z) - 0600L (1300Z)	No arrivals or departures. 82 RS operational missions and AMC Priority 1, 2, and scheduled channel missions are exempt. All others exemptions require 18 OG/CC approval through Command Post or approved flying schedules. Approved arrivals will arrive straight in, full stop. No VTOL operations. VTOL operations may be required when crosswinds exceed 10 knots.

**NOTE:** Any deviation from restrictions of [Table 1.](#) and [Table 2.](#) must be approved by the 18 OG/CC. Missions printed on 18th Wing weekly schedule, 353 SOG weekly schedule, and P-3 48-hour projection message have been coordinated and approved by 18 OG/CC. These aircraft do not require additional approval. If short-notice coordination is necessary, coordinate 18 OG/CC approval/disapproval through 18th Wing Command Post (DSN 634-1800) NLT 2 hours prior to takeoff. In turn, Command Post will notify Base Operations, Tower and Okinawa Approach Control of approval/disapproval.

Table 3. Engine Run Approved Locations, Times, and Power Settings.

KADENA SOUTH-SIDE ENGINE RUN AUTHORIZATIONS				
TYPE ACFT	POWER SETTINGS	LOCATION(S)	TIME	REMARKS
All Fighter Aircraft	Idle up to 80% Above 80% requires hush house location	Upper Fighter Ramp to include hardened shelters, hard stands and the lower ramp	0800-1800L, each day No restrictions on hush house engine runs	Other locations, power settings and/or times requires MOC coordination through 18 WG Command Post to 18 OG/CC for approval.
C-141 C-5 All other AMC aircraft	2 engine 100% 4 engine 70% 2 engine 80%	Service Apron 1 & 2 Hard Stands 106, 108, 111-115, 117, AND 119	0800-1800L, each day	Other locations, power settings and/or times approved by 633 AMSS/CC for mission essential write-ups and coordinated with MOC.
C-130	Idle	Taxiway 1, 2, 3 Hard Stands	0800-1800L, each day	Other locations, power settings and/or times requires MOC coordination through 18 WG Command Post to 18 OG/CC for approval.
KC-135 RC-135 E-3 P-3	Idle 2 engine max TRT 2 engine partial pwr 4 enging 2 pwr / 2 idle	Bravo taxiway between taxiway 4 and runwau 05L/ 23R, Nancy Row and Delta Row	0800-1800L, Mon-Sat Sunday (Idle Only)	Other locations, power settings and/or times requires MOC coordination through 18 WG Command Post to 18 OG/CC for approval.
KC-135 / E-3	Ground idle only	Fox Row	0800-1800L, each day	Other locations, power settings and/or times requires MOC coordination through 18 WG Command Post to 18 OG/CC for approval.
P-3 353rd C-130 Jet acft C-12	1,000 shaft HP 1,000 lbs 1 engine 80% power	Service Apron 4 & 5	0800-1800L, Mon-Sat	Other locations, power settings and/or times requires MOC coordination through 18 WG Command Post to 18 OG/CC for approval.

<b>KADENA SOUTH-SIDE ENGINE RUN AUTHORIZATIONS</b>				
<b>TYPE ACFT</b>	<b>POWER SETTINGS</b>	<b>LOCATION(S)</b>	<b>TIME</b>	<b>REMARKS</b>
353rd C-130	4 engine 100% power	Nancy Row	0800-1800L, Mon-Sat	Other locations, power settings and/or times requires MOC coordination through 18 WG Command Post to 18 OG/CC for approval.
HH-60		Helo Spot 1-4	0800-1800L, each day	Other locations and/or times requires MOC coordination through 18 WG Command Post to 18 OG/CC for approval.

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